



USS FRANKLIN D. ROOSEVELT (CVA-42)
CARE OF FLEET POST OFFICE
NEW YORK, N.Y. 09501

In reply refer to: 1967

Code 32/5750

Ser: 025

UNCLASSIFIED

04 MAR 1968

~~CONFIDENTIAL~~ - Unclassified upon removal of enclosure (4)

From: Commanding Officer, USS FRANKLIN D. ROOSEVELT (CVA-42)

To: Chief of Naval Operations (OP-05A50)

Subj: Command History for Year 1967

Ref: (a) OPNAVINST 5750.12

Encl: (1) History of USS FRANKLIN D. ROOSEVELT (CVA-42)

(2) Selected Photographs of Soviet vessels

(3) Crew muster roll and officer billet directory

(4) Operational Weekly Summaries

(5) Selected issues of Cruise News/Sentinel

(6) Selected press clippings

(7) "Family Grams" and Dependents Aid Handbook

(8) Selected press releases

(9) Selected Public Affairs photographs

(10) Selected issues of ship's magazine: "The Presidential"

(11) Cruise book - *not allocated - see note below*
Cruise Report 66-67

See MISCELLANEOUS

1. In accordance with reference (a), enclosures (1) through (10) are forwarded. Enclosure (11) will be forwarded upon completion.

(b) (6)

By direction

Copy to:
CNO (OP-09B9)

UNCLASSIFIED

DOWNGRADED AT 3-YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

Recy. 7-555
3/13/68

CHRONOLOGY

01 JAN - 07 JAN	Inport Subic Bay, Philippines.
08 JAN - 09 JAN	Enroute Hong Kong.
10 JAN - 14 JAN	Inport Hong Kong.
15 JAN - 18 JAN	Enroute Subic Bay, Philippines.
17 JAN - 18 JAN	Inport Subic Bay, Philippines.
18 JAN	Underway for CONUS - #1 screw cracked and FDR returned to Subic Bay for inspection.
19 JAN	Arrived Subic Bay 0700 - Underway for CONUS 1115.
19 JAN - 03 FEB	Enroute CONUS via Cape Town, South Africa.
04 FEB - 06 FEB	Inport Cape Town, South Africa (Depart 1800, 06 FEB)
07 FEB - 21 FEB	Enroute CONUS (Arrive 1600, 21 FEB at Mayport Carrier Basin).
21 FEB - 26 APR	Inport Mayport, Florida (Restricted Availability).
26 APR - 27 APR	Enroute Norfolk Naval Shipyard for repairs on #1 screw (Underway 1100, 26 APR).
28 APR - 29 APR	Arrived Chesapeake Bay 0500. Anchored awaiting favorable weather for Elizabeth River transit.
29 APR - 15 MAY	Arrived 132h Sill Time (Drydocking commenced - depart drydock 1300 14 MAY).
15 MAY - 18 MAY	Enroute USNS Mayport, Florida.
18 MAY - 26 MAY	Inport Mayport, Florida.
26 MAY - 28 MAY	Enroute Guantanamo Bay, Cuba.
29 MAY - 10 JUN	Refresher Training under Fleet Training Group Guantanamo Bay, Cuba (Underway 1800, 10 JUN).
10 JUN	Commander Carrier Division SIX embarked.
10 JUN - 17 JUN	Type Training in Atlantic Fleet Weapons Range (Enroute Mayport from AFWR on 16 JUN).
17 JUN - 25 JUN	Inport Mayport - Upkeep.
26 JUN - 30 JUN	Fleet Carrier Qualifications off Florida Coast (COMFAIRJAX OPARMA).

CHRONOLOGY (Cont'd)

01 JUL - 06 JUL	Inport Mayport - Upkeep.
07 JUL - 09 JUL	Fleet Carrier Qualifications in COMFAIRJAX OPAREA.
10 JUL - 19 JUL	Inport Mayport - Upkeep.
20 JUL - 03 AUG	Type Training (Exercise LASHOUT 27 JUL - 02 AUG).
04 AUG	Dependent's Day Cruise.
04 AUG - 06 AUG	Inport Mayport.
07 AUG - 10 AUG	Fleet Carrier Qualifications in COMFAIRJAX OPAREA.
10 AUG - 23 AUG	Inport Mayport.
24 AUG - 09 SEP	Enroute Mediterranean Sea via Atlantic Fleet Weapons Range (ORI 30, 31 AUG & 1 SEP).
10 SEP	Inchop Med.
11 SEP	Turnover with USS AMERICA at Pollensa Bay, Mallorca. (Underway 1810 for assigned operating area).
12 SEP - 17 SEP	Operating western Mediterranean/Tyrrhenian Sea (Exercise SAND CASTLE 15 SEP).
18 SEP - 23 SEP	Inport Naples, Italy (Depart PM 23 SEP).
24 SEP - 06 SEP	Task Group Operations, western Mediterranean and Tyrrhenian Sea (25 - 30 SEP Exercise DENSE CROW and 02-05 EAGER BEAVER I) (Exercise DIAMOND BLUE).
07 OCT - 16 OCT	Inport Barcelona, Spain.
17 OCT - 26 OCT	Operating western Mediterranean and Ionian Sea.
27 OCT - 30 OCT	Anchorage Augusta Bay.
31 OCT - 05 NOV	Inport Taranto, Italy.
06 NOV - 16 NOV	Operating Ionian Sea.
17 NOV - 19 NOV	Anchorage St. Paul's Bay, Malta.
20 NOV - 26 NOV	Inport Valletta, Malta.
27 NOV - 03 DEC	Operating Ionian Sea (29 NOV - Anchored Taranto, Italy) for Fleet Commander's Conference.
04 DEC - 10 DEC	Inport Marseille, France.

CHRONOLOGY (Cont'd)

11 DEC - 20 DEC	Operating western Mediterranean and Tyrrhenian Sea.
21 DEC - 22 DEC	Anchorage Aranci Bay, Sardinia.
23 DEC - 31 DEC	Import Cannes, France.

COMMAND INFORMATION

COMMANDING OFFICER

- 05 JAN	CAPT. G. C. TALLEY, JR.
05 JAN - 12 JAN	CAPT. J. D. RAMAGE
12 JAN - 20 JUN	CAPT. M. G. O'NEILL
21 JUN -	CAPT. G. S. HODGSON

OPERATIONAL CONTROL

1 JANUARY	COMSEVENTHFLT
27 JANUARY	COMSECONDFLT
27 FEBRUARY	COMNAVAIRLANT
29 MAY	COMTRALANT
11 JUNE	COMSECONDFLT
10 AUGUST	COMNAVAIRLANT
23 AUGUST	COMSECONDFLT
10 SEPTEMBER	COMSIXTHFLT

CARRIER AIR WING ONE (Squadrons)

VA-12
VA-72
VA-172
VF-14
VF-32
VFP-62 DET 42
VAW-121 DET 42
VAH-10 DET 42
VQ-2 DET 42

NARRATIVE

A tropical sun heralded the New Year for the USS FRANKLIN D. ROOSEVELT at Subic Bay, in the Republic of the Philippines. She was resting after completing six months in the South China Sea, off the coast of Viet Nam. It was the first combat cruise in her twenty-one years of service.

The strain of combat exacted its toll on both men and machines. The Commanding Officer, Captain G. C. TALLEY was suddenly stricken by ill health and was relieved on 5 January by Captain J. D. RAMAGE, Chief of Staff for Commander Task Force 77.

With the battles now over, the thoughts of her crew were turned towards home. Final preparations for departure from WestPac were busily being made. The Supply Department was especially busy, loading supplies for the long voyage home. Finally with all in readiness, on 7 January ROOSEVELT left Subic Bay and steamed towards Hong Kong for one last well-deserved Oriental liberty. While at Hong Kong, on 12 January, a new Commanding Officer, Captain Martin G. O'NEILL assumed command of ROOSEVELT. This was Captain O'NEILL's second CVA command. He had previously been Commanding Officer of the USS TICONDEROGA.

ROOSEVELT remained in Hong Kong for five days and then departed on 15 January, again bound for Subic Bay, for what was to be a quick stop to load boats and vehicles. Shortly out of Hong Kong ROOSEVELT was caught in the grip of a severe storm. Over fifty feet of the port catwalk, and several score feet of external JP-5 lines were damaged. After entering Subic Bay it was determined that replacement of the damaged area would be effected in CONUS.

Loading was complete on 17 January, and by the afternoon of the 18th, ROOSEVELT was finally and really on her way home. Suddenly without warning, at 181721Z her hull was seized by violent tremors and vibrations. At the onset of the shuddering, some of the old hands on board thought they recognized the tell-tale signs of propeller difficulties. Their diagnosis was indeed correct. The number one propeller had lost a blade. Her crew filled with anxiety over the delay this would cause, ROOSEVELT returned to Subic Bay for an inspection of the damage. After thorough and searching consideration, it was decided that the shaft would be locked and ROOSEVELT could again begin her return.

At long last, the afternoon of 19 January saw ROOSEVELT steaming toward CONUS via the Cape of Good Hope.

The voyage to Cape Town, South Africa was uneventful, though the Navigation Department was very busy during the passage through the treacherous Sunda Straits.

On 22 January she crossed the equator for the third time since leaving her home port in June of 1966. The occasion was marked by the usual initiation ceremonies for the "Polliwogs" in the crew.

ROOSEVELT was greeted at Cape Town by a tumultuous welcome on 4 February. Thousands turned out to receive the weary sailors. Unfortunately, after much consultation between the Navy Department and the Departments of State and Defense, it was decided that no liberty would be granted during the visit. Needless to say, this dampened the spirits of both the crew and the exuberant South Africans. Nevertheless, ROOSEVELT hosted 100,000 visitors during her three day stay; probably a visiting record for such a short time.

On 7 February, ROOSEVELT left Cape Town and began the last leg of the long voyage home. It took fourteen days to reach Mayport, and "channel fever" gripped all hands as thoughts of their families and friends occupied their minds.

During the passage to CONUS, Commander (b) (6) the Navigator, was relieved by Commander (b) (6)

The 21st of February found ROOSEVELT snugly tied to her familiar pier at Mayport and most of the crew reunited with their families. The ship remained in port and entered a restricted availability status (RAV), until 26 April. As usual after an extended deployment, maximum leave and liberty were granted the crew. Everyone however, could not be idle. The almost never-ending cycle of CVA deployments begins anew just as the last one ends. Preparations had to begin for the Mediterranean deployment in August.

The Supply Department began off-loading over 5,000 items of excess aviation stock which would not be required in the SIXTH Fleet and taking on other material which would be necessary. Due to the long elapsed time since the last overhaul, Supply had to plan ahead for any type of request. A high state of preparedness was accomplished through the requisitioning and loading of a full line of repair parts.

In the Air Department three major projects were underway during RAV. Major service changes were incorporated in the catapults and the arresting gear. In addition, a six inch steel combing was installed entirely around the flight deck to help prevent aircraft from rolling into the catwalk or over-the-side.

As all good things must end, so too did ROOSEVELT's time in homeport.

On 26 April, the RAV period ended and ROOSEVELT was underway on a relatively short trip to the Norfolk Naval Shipyard. The replacement of the propeller on No. 1 shaft required a drydock. Loaded with over 100 personal automobiles of the crew, ROOSEVELT arrived at Hampton Roads on 29 April and went into the drydock on the 30th.

The replacement took a little over two weeks and it wasn't until 15 May that ROOSEVELT was once again back at sea. For the next three days flight operations were conducted for the first time since leaving WestPac.

On 16 May, during daytime fueling operations, a fuel hose parted, knocking LTJG (b) (6) and PML (b) (6) overboard. The condition helicopter, a UA-2B Sea Sprite, manned by LTJG (b) (6) and LT (b) (6) of HC-2 was launched and rescued the two men; returning them safely and uninjured to the flight deck in less than seven minutes.

Another milestone in ROOSEVELT's long and enviable record of arrested landings was reached on 17 May, when LCDR (b) (6) of VA-72 made the 161,000th recovery, in an A1H Skyhawk.

From 18-26 May ROOSEVELT was at her homeport for the second time this year.

On 27 May, ROOSEVELT was underway to the Guantanamo operating area with the entire Air Wing for a refresher training period of two weeks. Upon completion of refresher training, Commander Carrier Division SIX embarked and ROOSEVELT steamed into the Atlantic Fleet Weapons Range for one week of Type training which ended when she returned to Mayport on 17 June, remaining there until the 26th.

The Aircraft Intermediate Maintenance Department (AIMD) was implemented in the USS FRANKLIN D. ROOSEVELT as authorized by Chief of Naval Operations and Commander Naval Air Force Atlantic on 23 June 1967. ROOSEVELT was the first ship in the Atlantic Fleet to implement an AIMD.

During a colorful ceremony on board 20 June, Captain Gordon S. FODGSON assumed command of ROOSEVELT from Captain O'NEILL. Captain FODGSON is the 25th Commanding Officer to command ROOSEVELT and has had a long and distinguished Naval Career.

Preparations for the coming deployment began in earnest after June's homeport period. The first session of carrier qualifications on 26-30 June rehonored the delicate skills of the pilots. And once again, supplies started flowing aboard and into ROOSEVELT's labyrinth of storerooms.

Commander Naval Air Force, U. S. Atlantic Fleet's Annual Administrative-Material (AFMAT) Inspection was held on 6 July. ROOSEVELT received an overall grade of 92.92.

The second CarQual period was held 7-9 July. It was followed by ten days at home before ROOSEVELT's participation in her first major exercise of the year. This was exercise LASHOUT, a NATO exercise off the coast of the U.S. During LASHOUT, simulated strikes against targets on the East Coast were conducted by the carrier task force, which was itself subjected to air, surface, and subsurface attack. During this at-sea period the 163,000th and 164,000th landings were chalked up. The former on 21 July by LTJG (b) (6) of VA-172 and the latter by LTJG (b) (6) of VA-72 on 31 July, both in A-4 Skyhawks.

The day after returning to Mayport (4 August) ROOSEVELT embarked on one of her shorter and more pleasant cruises. The occasion was "Dependents Day" and thousands came aboard to spend a day with their "man". They

toured the ship and witnessed an air show by CVW-1. Upon returning to port, ROOSEVELT held a picnic on the Naval Station for all hands and their families.

The final CarGuals prior to deployment, were held 7-10 August in the Jacksonville operating area.

Familiar frenzied days of activity were once more upon ROOSEVELT. The time to deployment (D-Day) was drawing nigh. All the last minute tasks had to be accomplished. The Air Wing was embarked again and the last counts and checks of all equipment were performed.

Then, August 24 - D-Day. A day of pride and sadness for the crew. Pride, in the fact that once again they were sailing off to do their duty as a first ship of the line. Sadness, at the thought of separation from those they love.

Time for self pity was short. The first order of business was preparation for the Operational Readiness Inspection to be held in the Roosevelt Roads Operating Area. While enroute, an EC-2 Sea Sprite helicopter earned its "angel" nickname when ROOSEVELT answered an emergency call from the Venezuelan dredge "Icoa", by making a medical transfer of Ibanez Francisco, a heart attack victim.

On 31 August, LCDR (b) (6) of VF-14 made the 165,000th arrested landing in an F4B Phantom.

The ORI lasted three days, 30 August - 1 September, and ROOSEVELT achieved an overall grade of 88.72 (excellent). She was now ready to steam eastward.

The Atlantic transit was uneventful until ROOSEVELT approached the Azores. Between the Azores and Gibraltar, an exercise called TESTEX-5

was conducted. The exercise consisted of attempts by land based forces to locate and attack the approaching Carrier Task Force.

The shore lights of Morocco were a welcome sight as ROOSEVELT passed through the Straits of Gibraltar on 10 September.

On the 11th she anchored alongside the USS AMERICA at Pollensa Bay, Mallorca to begin the "turnover". It lasted all day, with scores of officers and men from ROOSEVELT meeting with their counterparts on the AMERICA. Then in the late afternoon, AMERICA raised anchor and steamed westward to COMUS, leaving ROOSEVELT with the responsibility of being a SIXTH Fleet ready carrier.

It wasn't long before ROOSEVELT was initiated into SIXTH Fleet operations in the form of exercise SAND CASTLE, an exercise designed to train staffs in wartime procedures. Normal flight operations resumed as she operated in the Tyrrhenian Sea.

Naples, Italy looked good to the crew after 25 days at sea. ROOSEVELT remained there six days and the officers and men got their first taste of Mediterranean liberty, including a 12 hour suspension of boating due to weather.

A very heavy operating schedule was met between visits to Naples and Barcelona, Spain, with three major exercises being held, Dense Crop/Eager Beaver (25-30 September), and Diamond Blue (2-6 October).

The NATO exercises Dense Crop and Eager Beaver ran concurrently, exercising both U.S. and Italian forces. Their objectives were to train staffs and to exercise naval forces in air, air defense, surface, submarine

and anti-submarine operations. Diamond Blue was an exercise of coordinated offensive air-to-ground operations.

During the exercises, a team of Italian observers were on board, headed by VADM LONGANESI - CATTANI. Also, an Italian correspondent, Mr. Carlo D'ERRISIO was present to gather material for a story on the exercises.

A visit by Vice Admiral W. I. MARTIN, COMSIXTHFLT, on the 26th of September gave the Admiral his first opportunity of the cruise to observe ROOSEVELT in action.

On 28 September, LTJG (b) (6) of VA-172 made ROOSEVELT's 166,000th arrested landing.

The planned maintenance system (PMS) was implemented on 1 October. This is a ship-wide management system designed to permit more efficient administration of both surface and aviation repair and maintenance requirements.

On 3 October, ROOSEVELT was honored by another distinguished visitor, VADM C. T. BOOTH, COMNAVAIRLANT.

The inport period at Barcelona, Spain, 7-16 October, was a well-earned respite after the exercises but still a busy time for many. ROOSEVELT was given an inspection by the President, Inspection and Survey Board, RADM J. D. FUKLEY and his group in preparation for an extensive overhaul scheduled in 1968. She also held general visiting on three days and hosted over 2,000 visitors.

The Commanding Officer dedicated a basketball court at Prat De Llabregat and presented the Mayor with an FOR plaque. The ship also donated several hundred pieces of athletic equipment to the Sanitorium de Via Blanc.

On 16 October ROOSEVELT put to sea again for a period of normal training operations. On the 17th, LCDR (b) (6) of VF-32 made the 167,000th landing in an F4B Phantom.

The first of several QUICKDRAW exercises scheduled for the year was held on the 18th. QUICKDRAW is a short duration exercise, designed to exercise night surface and air operations between U.S. and Italian naval forces.

An editor of a major Italian magazine, "Epoca", was on board 19-21 October to observe carrier operations.

October 22nd was Navy Day and also ROOSEVELT's 22nd Birthday. A mammoth birthday celebration was held five days later while at anchor at Augusta Bay, Sicily. The guest of honor was the lovely and talented international film personality, Miss Virna Lisi. Miss Lisi came on board during the day and joined the crew at a huge steak cook-out held in hangar bay number three. In addition, there was a carnival with games and displays arranged by the various departments. All the proceeds were earmarked for the Federal Services Charity Drive. The culmination of the day's festivities was a drawing, presided over by Miss Lisi, in which the winners of a charity raffle were selected. First prize was 30 days leave and an all expense paid trip to CONUS. It was won by (b) (6) AQ3 of VF-32. The drive, which began months earlier, netted more than \$18,000 for the combined Federal campaign.

The following day, Saturday, 28 October, a USO troupe of entertainers called the "Virginia Belles" presented an outstanding show of singing and dancing.

After a day's steaming northeast, ROOSEVELT entered port at Taranto,

Italy. (31 October - 6 November). Open house was held, and ROOSEVELT hosted about 1,500 visitors. RADM V. G. LAMBERT placed a wreath, on November 2nd, at the Memorial to War Dead in the Piazza Della Vittoria, in observance of Italian Memorial Day.

During the period 5-16 November, ROOSEVELT operated in the Ionian Sea. On the 6th LTJG (b)(6) of VA-12 made the 168,000th arrested landing. The Air Wing participated in another QUICKDRAW exercise on 14 November.

ROOSEVELT anchored on 17 November at St. Pauls Bay, Malta and on the 20th, moved a short distance down the coast to an anchorage at Valletta, Malta. On Thanksgiving Day, the Supply Department provided a special Thanksgiving Dinner for all the crew.

On the 4th anniversary of President Kennedy's death, Admiral LAMBERT placed a wreath and attended memorial services at the Kennedy Memorial, Malta.

The first day of liberty in Valletta gave ROOSEVELT a taste of bad boating conditions. High winds and heavy seas forced the cancellation of boating for almost three days. With about 1,000 stranded ashore on liberty, special arrangements were made to provide food and shelter. By the 23rd, weather conditions had returned to normal.

On the 24th and 25th, ROOSEVELT sponsored a "Mini-Olympiad" among the task force units at Malta. It was an inter-ship track meet in which over 200 men participated. No world records were broken but excellent performances were posted in many events. After the meet, a dance was held at the USO.

On the first day back at sea, 27 November, LTJG (b)(6) of VA-72 made the 169,000th arrested landing as ROOSEVELT moved northward to the bay

of Taranto for COMSIXTHFLT's Commanders Conference. ROOSEVELT was host ship for the conference and meetings were held throughout the day for all departments. Valuable information was exchanged on procedures and policies in the Sixth Fleet.

After the conference, ROOSEVELT continued normal training and air operations until 4 December, when she entered port at Marseilles, France. On 29 November, ROOSEVELT's list of distinguished visitors grew with the visit of Belgium's Minister of Defense, Mr. Charles POSWICK and his party. They were accompanied by the U. S. Ambassador to Belgium, the Honorable

(b) (6)

Once again, at Marseilles, poor boating conditions marred part of the crew's liberty, but not as seriously as in Valletta. The weather did force cancellation of a scheduled open house. ROOSEVELT men painted the Orphanage Vitaglinao and hosted 80 members of the Franco-American Club. Also more than 50 ROOSEVELT sailors were guests of French families at their homes.

The 11-20 December at-sea period saw ROOSEVELT participating in two exercises. The first was PHIRLEX 9-68 scheduled for the 11th and 12th. Adverse weather conditions forced the curtailment of air operations and ROOSEVELT's participation in the exercise. On the 11th a group of 40 students, led by LTJEN Dulio S. FANALI, from the CENTRO Alti Studi Militari, were the guests of honor for an air power demonstration.

Exercise LAFAYETTE, a French, U.S. bilateral exercise began 14 December and provided realistic training for air wing pilots and French aviators and air defense commanders.

The Chief of Naval Material, ADM I. S. GALANTIN and his deputy, visited ROOSEVELT on 15 December as part of their tour of Sixth Fleet units.

"Operation Santa" was a ROOSEVELT evolution managed by Attack Squadron 12. Its purpose was to arrange charter flights to and from CONUS for those personnel desiring to go home for a Christmas leave period. There were two leave periods of about 15 days each. The first increment departed from Marseille, France on 11 December. The second increment left the ship on 17 December during a brief stop at Civitavecchi, Italy to embark Brig. Gen. GIANCARLO VITALE and over 130 other students from the Italian War College for a tour of the ship.

On the 20th, LCDR (b) (6) of VA-72 completed ROOSEVELT's 170,000th arrested landing, bringing the year's total to over 9,000 landings.

A two day anchorage at Aranci Bay, Sardinia (21-22 December) was followed by the final inport period of the year at Cannes, France, which began on 23 December.

The Christmas Holidays marked continued activity by ROOSEVELT in community relations when various departments hosted Christmas parties for a total of 290 French children.

The year ended with ROOSEVELT half way around the globe from her location at the beginning of the year, Subic Bay, Philippines. It was an eventful year, highlighted by the return home from a successful tour of combat duty and the start of her 17th Mediterranean cruise. The future held the promise of an extensive overhaul and then a return to the line as a vanguard of our nations defense, and the defense of free men everywhere.

SIGNIFICANT STATISTICS

EXECUTIVE

Ships Magazine (Presidential)	2 issues
Ships Newspaper (Sentinel)	185 issues
Welcome Aboard Pamphlets	5 issues
Port Information Booklets	11 issues
Dependents Aid Booklets	1 issue
General News Releases	251
Photographic News Releases	155

AIR:

Catapult Shots	9,712
Arrested Landings	9,370
HC-2 Detachment:	
Flight Hours	1,104
Ship Landings	1,216
Field Landings	335

SUPPLY:

Total Payroll	3,600,000 dollars
Meals served (general mess)	2,952,438
Total Sales (ship stores)	1,051,685 dollars
Unrep Supplies	650 tons

COMMUNICATIONS:

Messages Sent	1,010
Messages Received	3,006

DENTAL:

Dental Procedures	24,447
Patients Treated	10,474

ENGINEERING:

Miles Steamed	68,384
Fuel Used	25,922,291 gallons
Water Distilled onboard	46,591,430 gallons

SIGNIFICANT STATISTICS (Cont'd)

MEDICAL:

Outpatient visits	40,485
Immunizations	15,234
Laboratory Procedures	10,494
Prescriptions Filled	11,318

WEAPONS:

AO Refuelings	38
Rearmings	12
Replenishments	5
DD's Alongside	35
Ordnance expended	140 tons